

BookletChart™

Zarembo Island and Approaches

NOAA Chart 17382

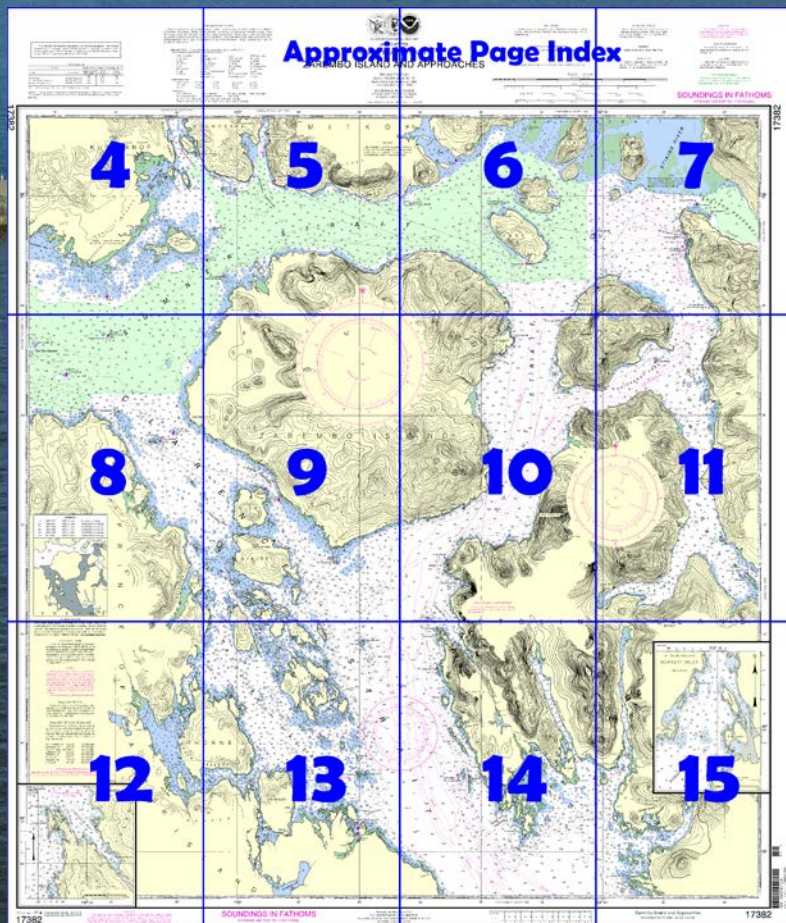


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17382>.



(Selected Excerpts from Coast Pilot)

McHenry Inlet's entrance is 5 miles E of Point Stanhope (56°00.9'N., 132°36.5'W.), and 2.5 miles N from McHenry Anchorage. It is horn-shaped, about 4 miles long, and about 0.4 to 0.8 mile wide. Foul ground extends about 1.5 miles in a W direction from the SE entrance point. **Range Island**, the small wooded island in midchannel at the entrance, is the most N of the group off this point and is about 0.4 mile to the SW of a small rocky islet off the NW point

of the entrance, with a clear channel between. A 2-fathom spot is 1.2 miles 310° from Range Island. A long narrow ridge, with depths of 3½ to

10 fathoms with deep water on each side, is in midchannel in the direction of the channel, 0.6 mile ENE of Range Island.

McHenry Islet, a small rocky islet, is 1.6 miles 082° from Range Island. Foul ground extends in a SW direction from this islet for about 0.1 mile, and to the NW extends to the N shore of the bay.

Nut Rock is about 700 yards 220° from McHenry Islet. A rock awash is 550 yards 073° from McHenry Islet.

In entering, pass about 0.1 mile N of Range Island, then turn between McHenry Islet and Nut Rock, favoring Nut Rock, and follow the trend of the channel favoring the SE shore until past the rock awash NE of McHenry Islet; then follow midchannel courses. Anchorage may be had in 12 to 19 fathoms beyond the turn in the channel. Foul ground extends about 0.3 mile from the head of the inlet.

Snow Passage is between **Bushy Island**, the northernmost of the Kashevarof group, and Zarembo Island. It is a deep channel with foul shores and strong tidal currents. Snow Passage is largely used by vessels bound from or to Wrangell Narrows or between Clarence and Sumner Straits, and not desiring to touch at Wrangell; it is shorter than the route through Stikine Strait. It is clear in midchannel, except for a shoal with a depth of 4½ fathoms in the middle of the channel at the N end, 0.7 mile ENE of Round Island. The shoal is marked on its W side by a buoy. The shoals in Snow Passage are clearly marked by kelp at slack water.

Voluntary vessel traffic procedures have been adopted for gillnet vessels and deep-draft vessels transiting the N section of Clarence Strait, Snow Passage, and Sumner Strait in the vicinity of Point Baker. Traffic lanes, about 0.2 mile wide, have been established for these areas as follows:

- 328°** from a point in Clarence Strait abeam of Point Stanhope in about 55°59.4'N., 132°39.8'W. to about 56°09.3'N., 132°50.8'W., thence;
- 333°** to a point about 56°15.9'N., 132°57.0'W., thence around the E side of Bushy Island to about 56°17.2'N., 132°58.0'W., thence;
- 299°** to a point about 56°18.6'N., 133°04.9'W., thence;
- 315°** to a point about 56°21.0'N., 133°09.5'W., thence;
- 277°** to a point about 56°23.0'N., 133°38.7'W., thence around Point Baker, about midway between Helm Rock and Mariposa Reef to a point about 56°22.5'N., 133°39.9'W., thence;
- 204°** to a point abeam of Calder Rocks in about 56°15.1'N., 133°45.7'W.

Cruise ships, ferry vessels, and other deep-draft vessels are requested to observe the following practices:

1. Announce your presence 30-45 minutes prior to entering the area and at regular intervals while transiting through the area.
2. Avoid meeting and do not overtake vessels in Snow Passage.
3. Travel along indicated tracklines as much as possible and maintain a safe speed.

Gillnet vessels should:

1. Adequately mark the net end with lights and radar reflectors.
2. Monitor VHF-FM channels 13 and 16 and listen for broadcasts by deep-draft vessels in the area.
3. Provide for two-way traffic of large vessels along the designated tracklines.
4. Warn other gillnetters if they appear to be in the lane when there is commercial vessel traffic approaching.
5. Do not place sleep sets within or adjacent to the shipping lane.

Currents.—In Stikine Strait the flood current sets N through the strait until met by the current from Stikine River W of Wrangell Harbor. Velocity of the current is about 2 knots.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Table of Selected Chart Notes

Shoals in vicinity of Level Is. and Mitchell Pt. generally show kelp.

HEIGHTS

Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed at Pt. Harrington.

Mercator Projection
Scale 1:80,000 at Lat 56° 15'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE

Mariners are advised to use extreme caution when navigating in the vicinity of the mouth of the Stikine River between Kadin Island and Gerard Point due to shoaling.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation leaving the higher elevations bare.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Blind Slough is used for log storage. Positions of log booms are subject to change and are hazards to navigation. Anchorage is not recommended without local knowledge.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1963 (NAD 63), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.266° southward and 6.136° westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WIRE DRAGGED AREAS

The area tinted green was swept in 1915 - 1916 for previously uncharted dangers to navigation. All dangers found are shown on this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Duke I., AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Steamer Bay	(56°09'N/132°41'W)	16.3	15.4	1.4
St. John Harbor, Zarembo I.	(56°25'N/132°57'W)	14.6	13.8	---
Wrangell, Wrangell Island	(56°28'N/132°23'W)	16.0	15.1	1.5

NOTE: Chart last revised: 6/87, 10/99, 11/02. Chart third scale: 1:20,000

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
A/ alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	ISO isobath	OC occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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Aids to Navigation (lights are white unless otherwise indicated):

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C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	O quick	VQ very quick
F fixed	MICRO TR microwave tower	R rad	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo Morse code	R Bn radiobeacon	Y yellow

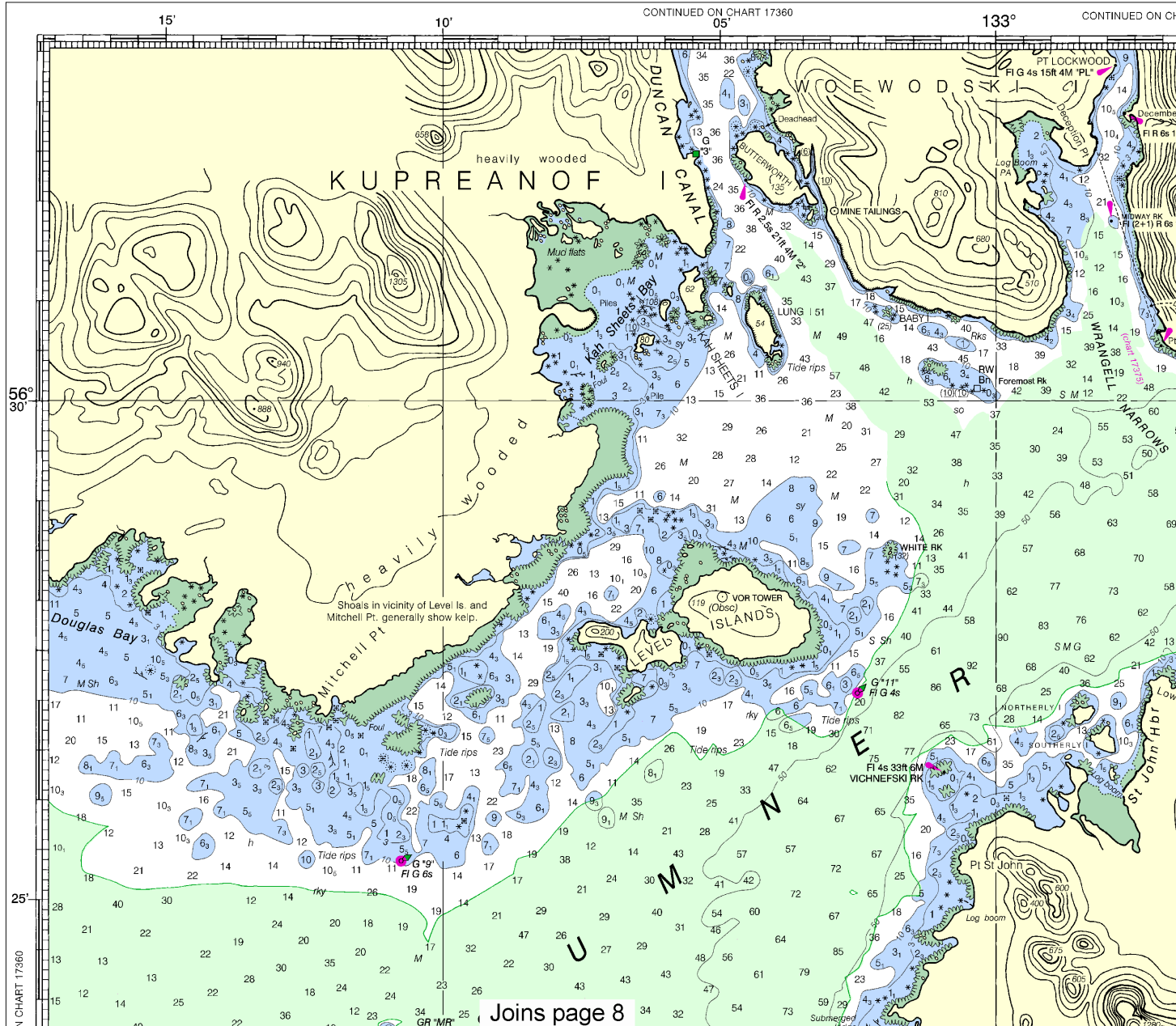
Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obst obstruction	PD position doubtful	Subm submerged
EX existence doubtful	PA position approximate	Rep reported	
21 Wrack, rock, obstruction, or shoal swept clear to the depth indicated			
22 Rocks that cover and uncover, with heights in feet above datum of soundings			

17382



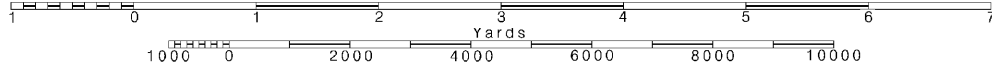
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



DAA for Notices to Mariners
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http://OceanGrafix.com, or



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

ZAREMBO ISLAND AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat 56° 15'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER WATER

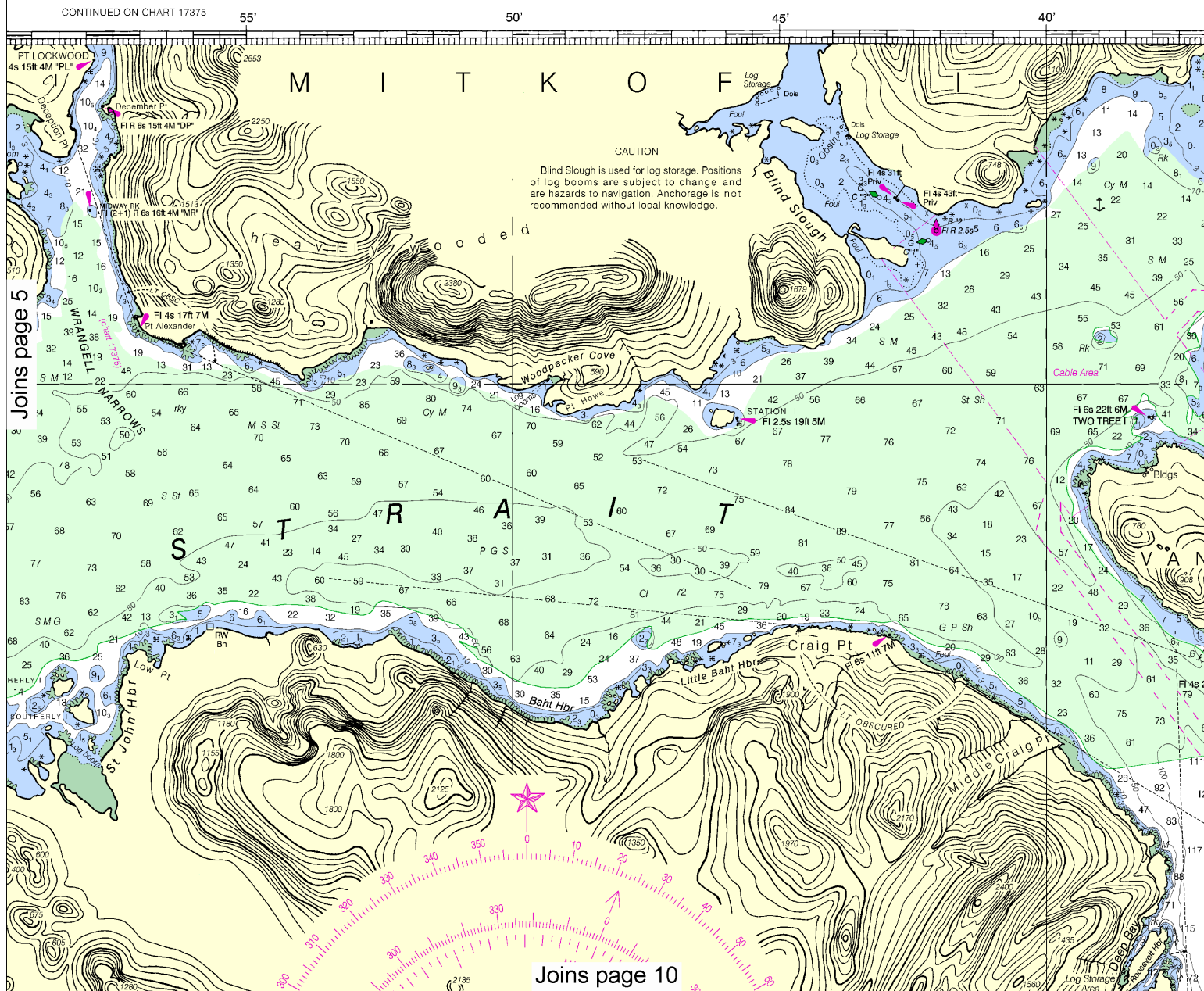
Formerly C&GS 8160, 1st Ed., Nov. 1905 V-1905-59 KAPP 2704

R TR radio tower
Rot. rotating
s seconds
SEC. sector
St. M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

so soft
Sh shells
sy sticky

Subm submerged

Buildings.



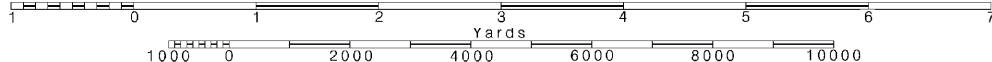
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Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard.

RADAR REFLECTORS
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WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

HEIGHTS
Heights in feet above Mean High Water.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Additional information can be obtained at nauticalcharts.noaa.gov.

VEGETATION
The land is generally heavily wooded. The woods decrease in density with the elevation leaving the higher elevations bare.

CAUTION
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SCALE 1:80,000
Nautical Miles

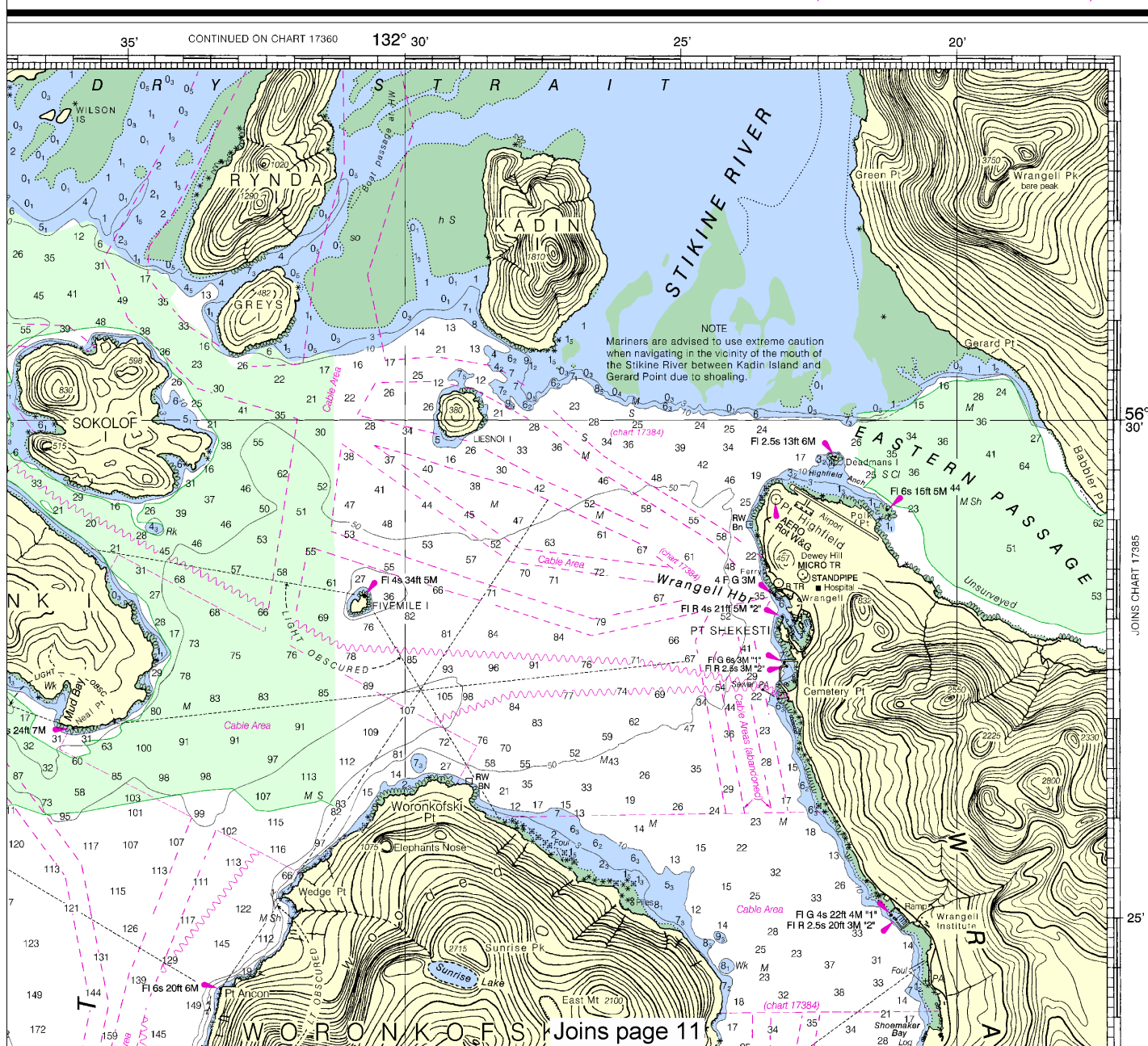
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Yards

Meters

SOUNDINGS IN FATHOMS

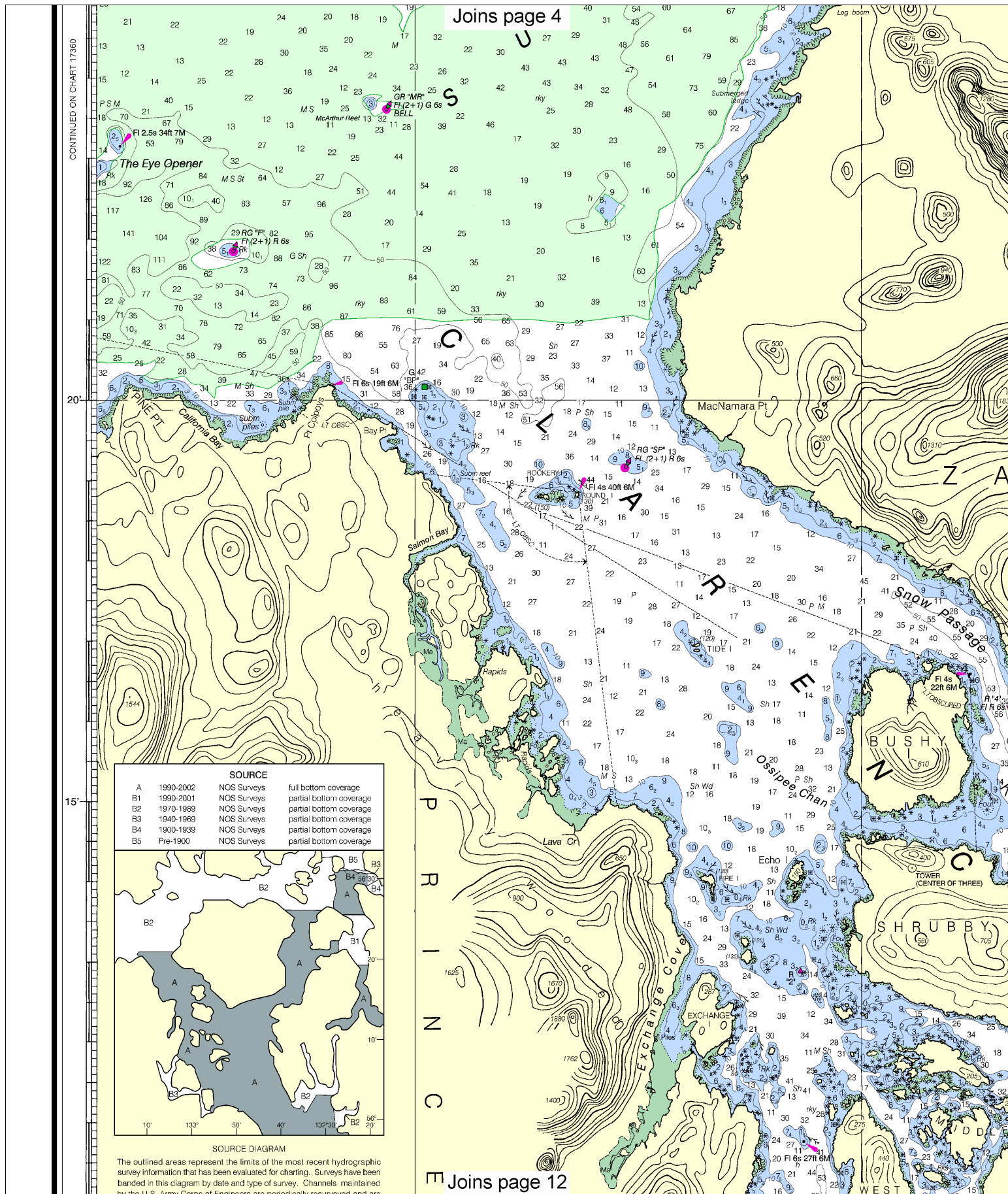
(FATHOMS AND FEET TO 11 FATHOMS)



17382

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

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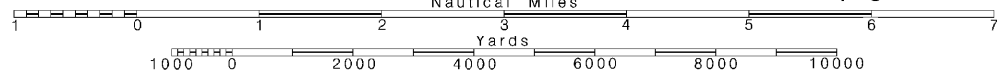
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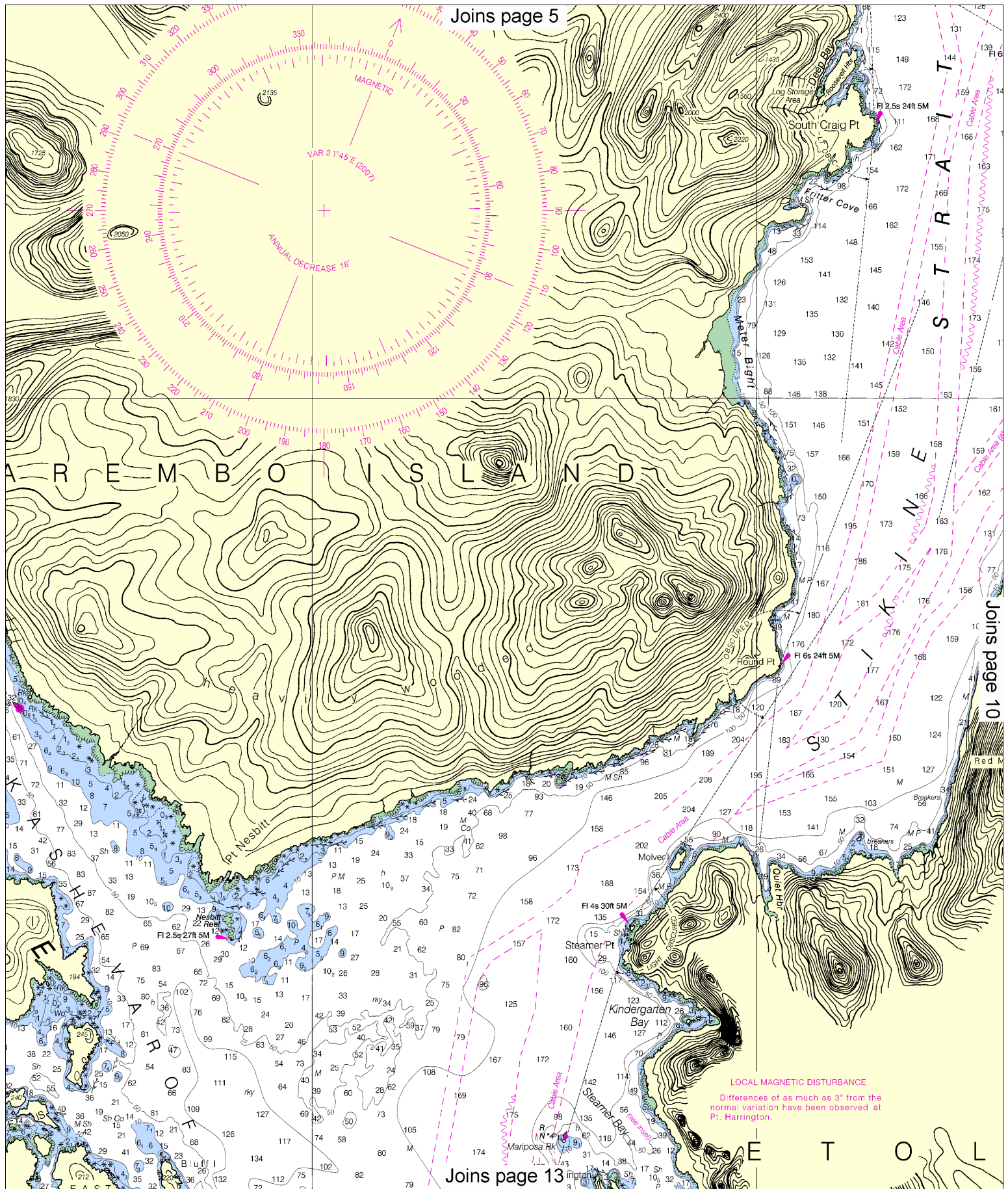
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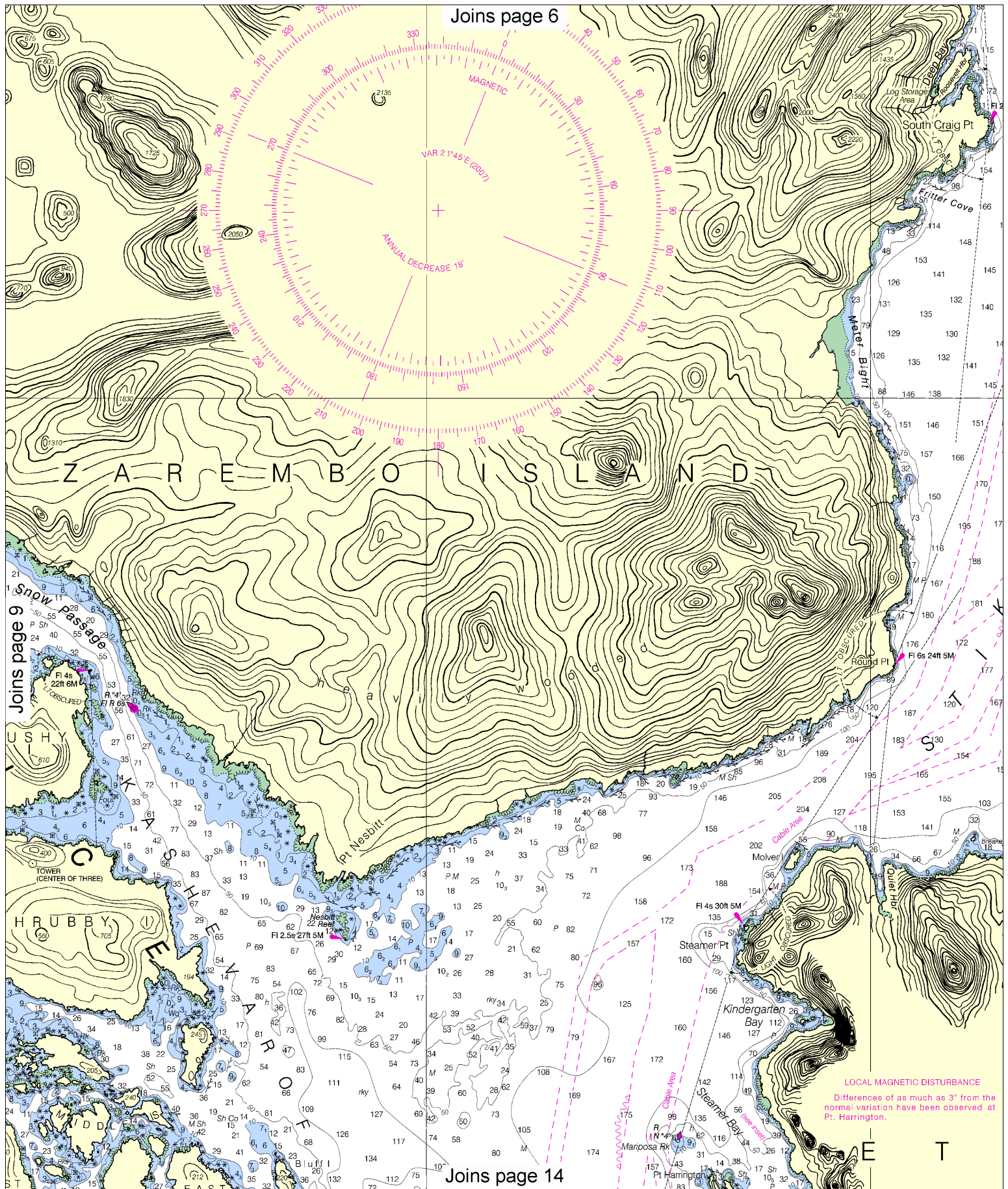
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







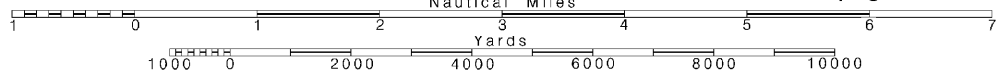
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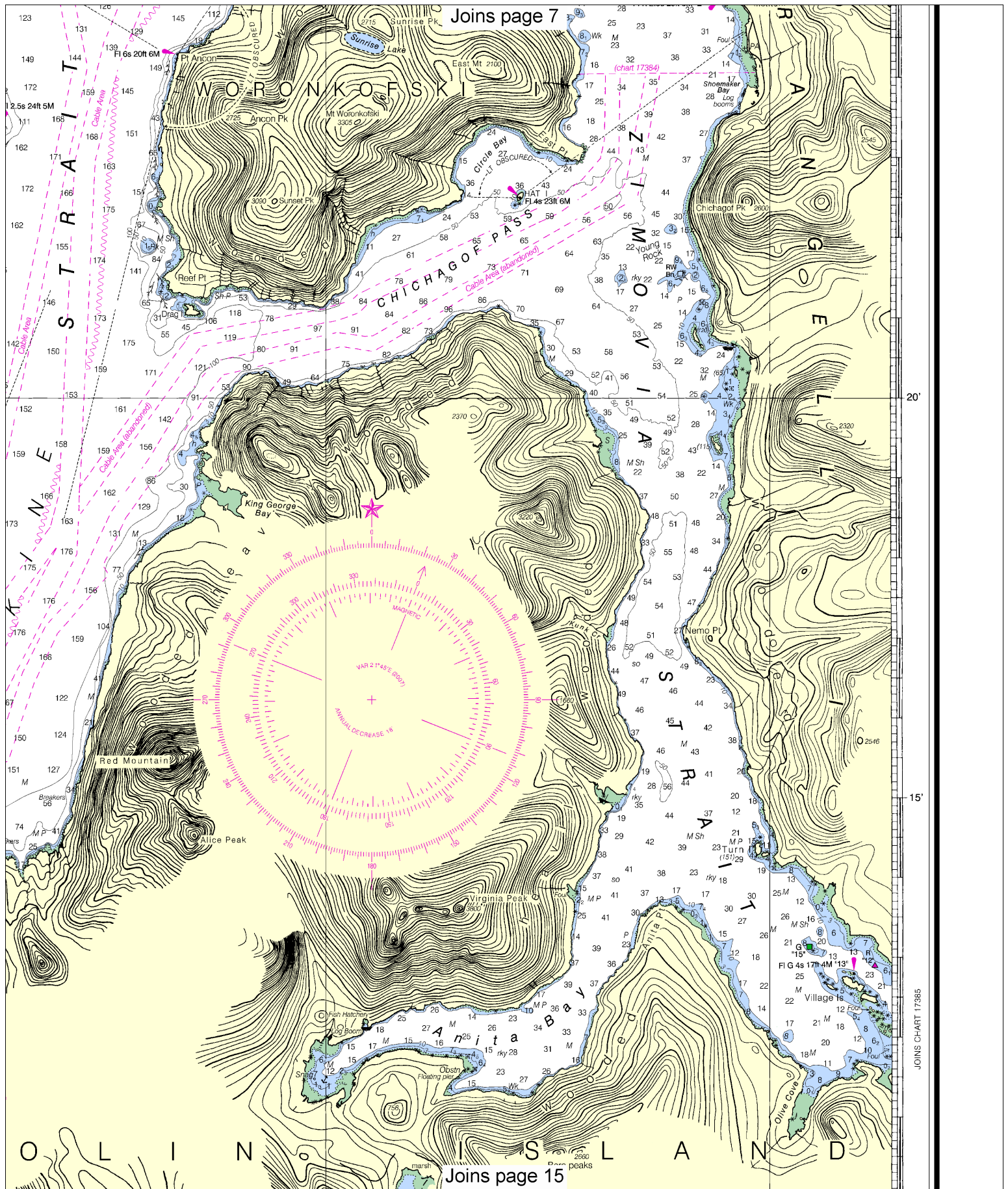
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Nautical Miles

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Joins page 8

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HORIZONTAL DATUM
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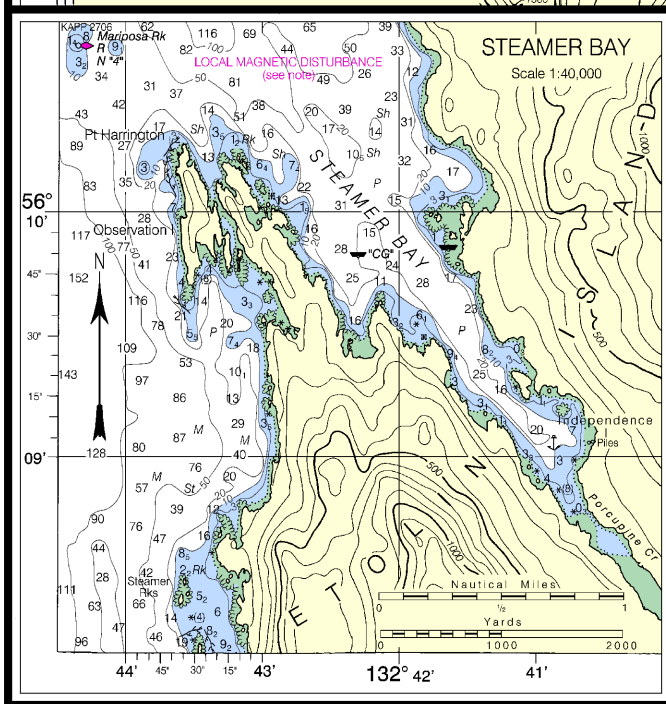
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POLLUTION REPORTS
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NOAA WEATHER RADIO BROADCASTS
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Duke I., AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



17th Ed., Apr. / 07 ■ Corrected through NM Apr. 07/07
Corrected through LNM Apr. 03/07
17382

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN
(FATHOMS AND FEET TO

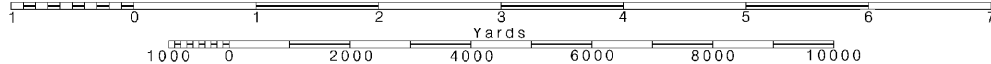
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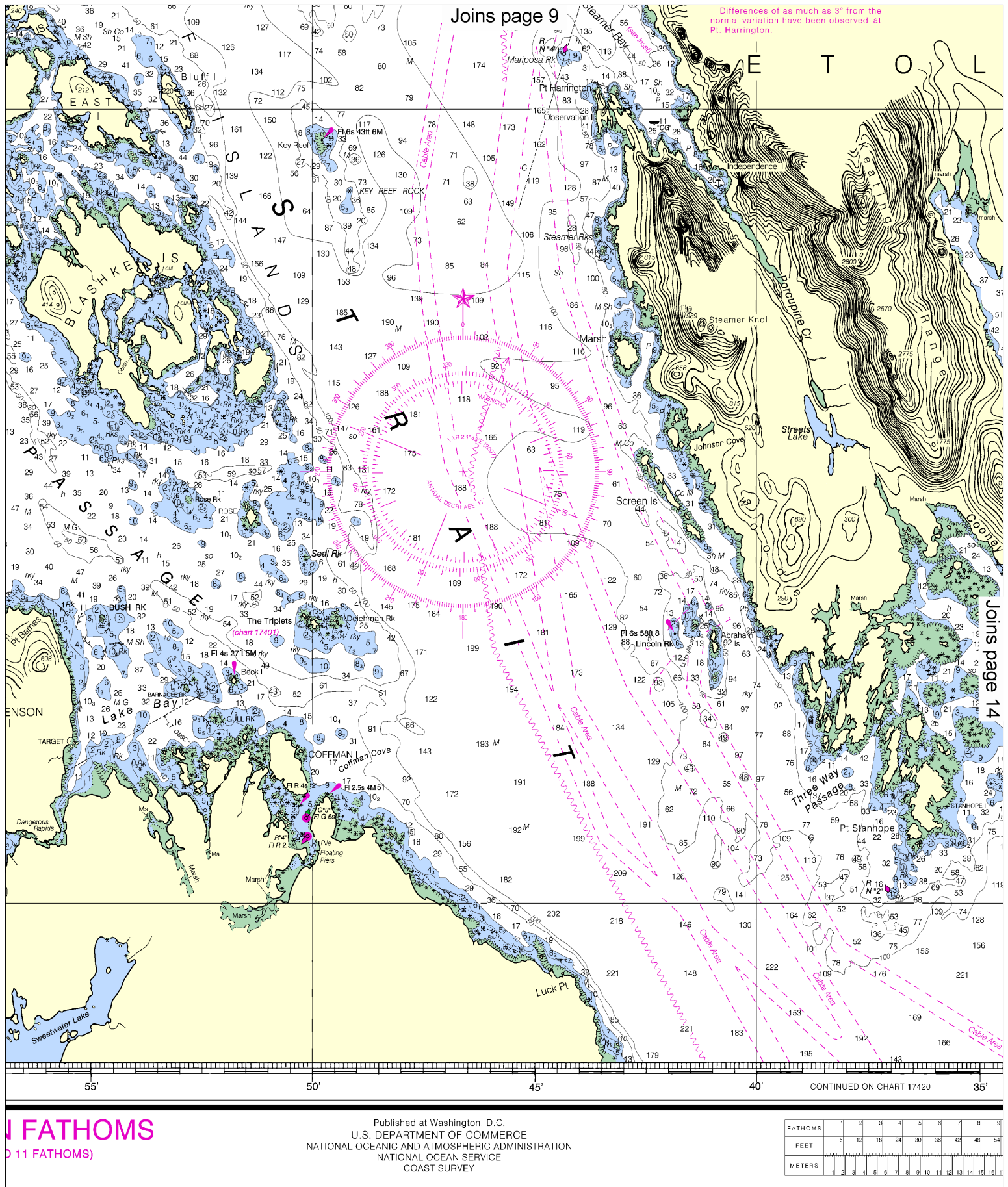
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

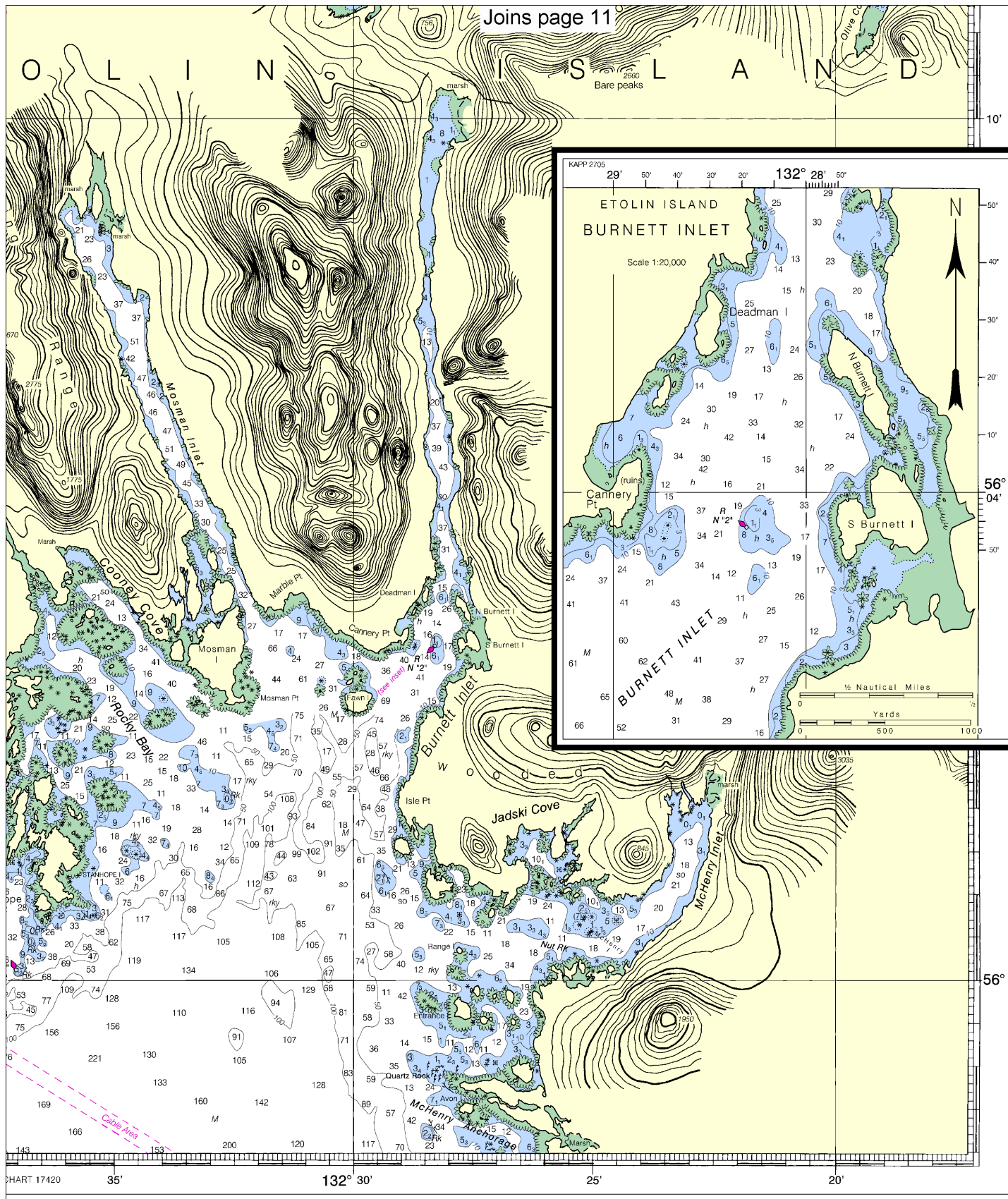




Joins page 9

Differences of as much as 3' from the normal variation have been observed at Pt. Harrington.

Joins page 14



Joins page 11

KAPP 2705

29° 50' 40' 30' 20' 132° 28' 50'

ETOLIN ISLAND
BURNETT INLET

Scale 1:20,000

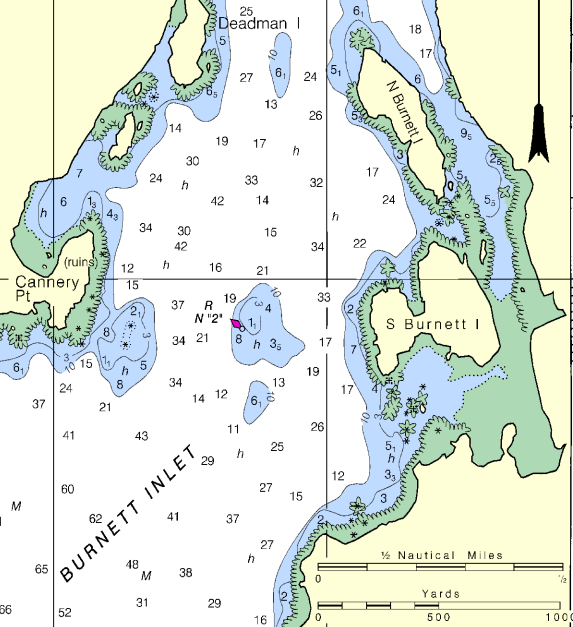


CHART 17420 35' 132° 30' 25' 20'

Zarembo Island and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:80,000

17382

ED. NO. 17
NSN 7642014011406
NGA REFERENCE NO. 17BHA17382



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



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